APPENDIX C
(Clean Copy Of Amended Paragraphs)

Page 1, lines 8-19:

Fig. 1

APPENDIX D
(Marked-Up Copy Of Amended Paragraphs)

Page 1, lines 9-18:

As shown in Fig. 7, the prior art [aware] of which applicant is aware comprises a housing body 91, and a fan blade member 92. The hub of the fan blade member 92 has a rotation shaft axially protruded with an oil stop cylinder 94 which encloses the top section of the rotation shaft. The bottom of the oil stop cylinder 94 [is rested] rests on the shaft seat 95, and is enclosed by the top end edge of the shaft seat 95. Thus, when the fan blade member 92 is driven to rotate, the lubricating oil between the rotation shaft 93 and the bearing 96 sputtering upward and outward along the rotation shaft 93 dues to the action of the centrifugal force may be stopped by the oil stop cylinder 94, and may be introduced to flow back between the rotation shaft 93 and the bearing 96.

Page 3, lines 13-26:

The rotation shaft 12 located above the bearing 11 is fitted with a race 2, and at least one washer 15. The race 2 has a circular shape, and has a central portion formed with a hole 21 [which] so that the race is closely fitted on the rotation shaft 12 to integrally rotate with the rotation shaft 12. The circumferential edge 22 of the race 2 and the inner wall of the shaft seat 1. The race 2 is preferably made of a soft elastic material such as a rubber so that any contact between the circumferential edge 22 and the inner wall of the shaft seat 1 is an elastic contact. The thickness of the circumferential edge 22 of the race 2 is smaller than that of the mediate portion of the race 2, and the thickness of the mediate portion of the race 2 is gradually tapered toward the circumferential edge 22 of the race 2. At least one washer 15 is mounted between the race 2 and the bearing 11, thereby preventing [the] friction from [producing] being produced between the race 2 and the bearing 11. The washer 15 and the rotation shaft 12 may form a loose fit.

Page 4, lines 1-14:

Referring to Figs. 2 and 3, the race 2 and the washer 15 are combined on the rotation shaft 12 and in the shaft seat 1. The hole 21 of the race 2 [is closely combined on] extends closely around the rotation shaft 12, and the circumferential edge 22 of the race 2 is [in] almost or slightly in contact with the inner wall of the shaft seat 1. Thus, [the] a minimum gap is formed between the circumferential edge 22 of the race 2 and the inner wall of the shaft seat 1. Thus, the race 2 may have a better dustproof effect. When the rotation shaft 12 is rotated, the lubricating oil between the rotation shaft 12 and the bearing 11 sputtering upward and outward along the rotation shaft 12 due to the action of the centrifugal force may be stopped by the race 2, and may move downward along the contact face of the bearing 11 and the inner wall of the shaft seat 1 to be recycled. In addition, at least one washer 15 is mounted between the race 2 and the bearing 11, and the washer 15 and the rotation shaft 12 may form a loose fit. Thus, the wear between the race 2 and the bearing 11 may be reduced.